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SYLLABUS
OF A
GENERAL LECTURE
AND A
COURSE OF THREE LECTURES
ON
THE HISTORY AND DEVELOPMENT
OF
THE CITY OF NEW YORK

DEPARTMENT OF EDUCATION
THE CITY OF NEW YORK

FREE LECTURES TO THE PEOPLE

SYLLABUS

OF A
GENERAL LECTURE
AND A
COURSE OF THREE LECTURES

ON
THE HISTORY AND DEVELOPMENT
OF
THE CITY OF NEW YORK

This syllabus has been prepared especially for lectures to be given during the celebration by New York of its 250th anniversary as a chartered city. In plan and scope the lectures follow lines suggested by the work of the City History Club of New York.

In this syllabus are presented only the main facts and a brief description of the slides used, no attempt being made to put the lecture into a literary form, that being left to the individual lecturer.

The following list gives a few of the most accessible books of reference:

GENERAL.

Wilson's "Memorial History of the City of New York." (Appleton.)

(Particularly valuable for chapters on Government and the early charters).

Lamb's "History of the City of New York." (Barnes.)

Todd's "Story of the City of New York." (Putnam.)

Stiles' "History of Brooklyn."

DUTCH PERIOD.

Innes' "New Amsterdam and Its People." (Scribner.)

(Dealing in a critical manner with many interesting facts connected with the Dutch city).

REVOLUTIONARY PERIOD.

Johnston's "Campaigns of 1776 Around New York and Brooklyn."

Long Island Society Memoirs.

THE MODERN CITY.

"The New Metropolis." (Appleton.)

DESCRIPTIVE.

Valentine's "History of New York City." (Putnam.)

Valentine's "Manual of the Common Council."

Janvier's "In Old New York." (Harper.)

Hemstreet's "Nooks and Corners of Old New York." (Scribner.)

Ulmann's "Landmark History of New York." (Appleton.)

"Historic New York." (Half Moon Series.) (Putnam.)

City History Club Excursion Leaflets. (23 W. 44th St.)

(Brief descriptive itineraries of historic sites with maps).

Suggestions as to many other helpful books may be obtained from "A Landmark History of New York" and the bibliographies published by the City History Club.

NOTE.—See also page 38.

SYLLABUS
OF A
GENERAL LECTURE
ON THE

History and Development of New York City

The General Lecture is intended to cover the entire history of the city with a special view to its development into a metropolis; hence, comparative views are frequently introduced. The *numbers* refer to the slides, the titles of which are printed in heavy type.

As this lecture is to be given in all the boroughs, it is advisable that in Brooklyn certain Brooklyn views be substituted for views of old Manhattan (marked *). These Brooklyn views are described at the end of the syllabus of the General Lecture.

5. Henry Hudson.—Little known until his voyages for the English Muscovy Company. They sent him out to find a route to “Asia across the North Pole.” Invited by the Dutch East India Company to lead a similar expedition in their interests.

6. Half Moon Leaving Amsterdam.—Amsterdam, the leading port of the lately created republic, “the United Provinces of the Netherlands.”

The Half Moon (“Halve Maen”) was slow but sure, a yacht of 80 tons’ burden, manned by twenty Dutch and English sailors.

Sailed from the quay near the Schreyers' Toorn ("Weepers' Tower" or "Tower of Tears"), a favorite point of departure for the Indies and still in use as the Harbormaster's Office. Hudson's route north of Norway and Russia till stopped by ice, then west (instructions to return to Holland being disregarded) across the Atlantic in search of a northwest passage. Reached land near Newfoundland, then crossed south to coasts of Virginia, then, following John Smith's charts, arrived off Sandy Hook September 2, 1609.

7. Hudson's Landing.—Hudson entered the Lower Bay September 3, supposing he had found the mouths of three great rivers (probably the Raritan, Staten Island Sound and the Narrows). On the 4th he found a good harbor, met and engaged in trade with the Indians who were friendly; went through the Narrows on the 11th and anchored in sight of Manhattan; after three days started up the Hudson, thinking he had found the long-sought strait.

8. Sappokanican.—Means "the carrying-place," an Indian village situated about the site of the present Gansevoort Market, just below West 14th Street. One of the stopping places where Hudson obtained maize, pumpkins and tobacco from the Indians. The "long houses" were made by bending over the tops of long, parallel rows of saplings and covering them with birch bark: one of these houses is said to have been 540 feet long and 20 feet wide.

Hudson continued up the river until convinced by the shoaling water that he was in a river; explored as far as the site of Albany and then returned, leaving the harbor on the 4th of October. Arrived at Dartmouth, England, November 7th, but was forbidden by the government to return to Holland.

12. Purchase of Manhattan in 1626, by Peter Minuit, the first regular Dutch Governor, for trinkets worth about \$24. Traders

had come to these waters in the years intervening since Hudson's discovery, the Dutch West India Company had been organized (1621) and the first settlers had arrived in 1623.

13. Conflict with Indians.—Relations with the Indians continued friendly for some time, trade being established along the Hudson, Mohawk and Delaware Rivers. Not until Governor Kieft's time was there serious trouble, and then the difficulty came because he attempted to tax them and cruelly murdered a number of them at Corlaer's Hook and Pavonia. Then all the surrounding tribes united, outlying plantations in Staten Island, Long Island and New Jersey were destroyed and the survivors had to flee to Manhattan. A general war ensued in which 2,000 Indians were slain and the power of the tribes broken. One valuable result of this war was that Kieft was forced to grant some degree of self-government to the colonists.

(When in Brooklyn, insert 56 here; see page 38.)

**15. First View of
New Amsterdam.**

A view from Hartgers' "Beschrijving van Virginia," taken by the camera obscura from the Brooklyn shore about 1630.

The "Fort" is fanciful, having probably been inserted in accordance with the plan of the engineer of the West India Company, as the real Fort Amsterdam (which succeeded a temporary stockade called Fort Manhattan) was completed in Van Twiller's administration and contained a barracks, the Governor's house and later (in Kieft's time) the "Church of St. Nicholas." The fort was located just south of Bowling Green where the new Custom House is now being erected. The first houses were built of wood and lay scattered about under cover of the fort. The shore line followed approximately the lines of Pearl and Greenwich Streets, and the windmill shown in the view was at about the foot of the present Broadway.

**37. The Canal on
Broad Street.**

Originally a creek leading to a swamp (Blommaert's Vly) immediately below Wall Street, deepened by the Dutch to act as a ditch to drain the swamp and, toward the end of the Dutch period, sheathed and made into a canal with a roadway on either side. It was crossed by bridges, one of which, shown in the picture, gave the name to the present Bridge Street. The canal was used as a basin for small vessels, but was filled in about 1676, for sanitary reasons.

38. Along the Canal.—This view represents a typical Dutch scene in old New Amsterdam with its canal or "gracht," high-stooped houses with crow-step roofs built of bricks brought over from Holland as ballast. Homes "along the canal" were regarded as most desirable, even the "smell" heightening the value of the locality to the homesick Dutchman.

39. Broad Street To-day.—Represents the same region 250 years later and shows one of the great contrasts in which our city abounds. The old swamp frequently reasserts itself, as builders of skyscrapers learn when it becomes necessary to go down from fifty to seventy-five feet through the yielding soil to secure solid foundation.

**40. First Ferry
to Brooklyn.**

Supposed to have been first controlled by Cornelis Dircksen who ran the little boat from very near the site of the present Fulton Ferry. Dircksen's own farm lay on the Long Island side of the ferry, and at times he combined the duties of farmer and ferrymaster, although he sublet the ferry to Captain Willem Tomassen and others.

The horn was to summon the ferryman from his plow when a passenger desired to cross the river. Among the fees mentioned are the following:

"For one cart or wagon with one horse, 2 Florins
 "every man, woman, Indian or squaw, 6 Stivers
 "a child under 10 years, half fare
 "one tun of beer, 16 Stivers
 "a 'mud' (4 bu.) of grain, 4 Stivers."

The hours for running were from 5 A. M. until 8 P. M. "provided the windmill hath not taken in its sail." A large flat-boat was used in conveying horses and carts across the river.

44. Palisades on Wall Street. Built about 1653 (succeeding an early fence to restrain cattle) as a defence against Indians and the New England settlers, these last being anxious to annex New Netherland to their own possessions. It ran from river to river. In the foreground, Peter Stuyvesant may be seen walking along the inner side of the defences.

45. Water Gate and Wall.—A view from the East River end of the Wall about Pearl Street where the "Water Gate" allowed exit during the daytime along the "Road to the Ferry." There was also a "Land Gate" at Broadway. There were five bastions or block-houses along the line of the Wall, three of which were torn down at the end of the Dutch Period. Later, in 1673-4, during the Dutch re-occupancy of New York, the western line was turned down toward Rector Street, leaving the site of Trinity Church without the works. The Wall was removed in 1699.

46. Wall Street To-day.—Named from the early Wall which limited the growth of the city for fifty years. After 1700, this section became the centre of city life. Trinity Church, at the head of the street, is the third building on this site, the first having been erected there in 1697. This was enlarged in 1737, burned in the great fire of 1776, rebuilt in 1788, and the present building was completed in 1846.

47. Peter Stuyvesant.—The fourth and last Dutch Governor (1647-1664), “a just man of determined intentions” (although there is great cause to doubt his “justice” on some occasions), was certainly “determined” to “rule as a father” or a tyrant. A typical soldier (he won his wooden leg in the West Indies), he ruled better than his predecessors and tried to retrieve the evils caused by Kieft’s Indian policy. He conquered New Sweden (Delaware), compromised matters with the English, but was disappointed in his policy of absolute government and hampered in his plans of defence and public improvements by the niggardliness and lack of faith of the West India Company.

48. Map of New Netherland and View of New Amsterdam, 1656. New Netherland comprised the valleys of the Hudson,

Mohawk and Delaware Rivers, including what is now eastern New York, New Jersey and Delaware. The Dutch claimed the Connecticut Valley and all Long Island, but the English gradually pushed them west. In the view may be seen, within the Fort, the Church of St. Nicholas and the Governor’s house and, to the eastward, the gallows and hoisting crane. The view was taken from the east.

61. Stuyvesant’s Bowery House. Stuyvesant’s country house, located about 10th Street and 2d Avenue, near the site of the present St. Mark’s Church. The Bowery (farm) Lane, a road leading from the Common (City Hall Park) along the line of Park Row and the present Bowery was continued in the English days as the Post Road to Harlem and later to Boston.

The house is supposed to have been the scene of the exchange of the Articles of Surrender in 1664. It was occupied by the Stuyvesant family for several generations, and was finally burned in 1777.

52. City Hall and Great Dock, 1679 (Stadt Huys). The Stadts Herbergh, or City Tavern, built of stone in 1641-2 by Governor Kieft, later (1654)

becoming the Stadt Huys or City Hall, and used as such until 1699. Many stirring events occurred in this building, as it was the center of much of the public life of the city for fifty years. The Great Dock was not completed until 1675, during Andros' time. It was simply a basin for small craft and was sometimes called the "Wet Dock."

DUTCH CHARTER.

Governor Kieft had been forced by the need for money and military aid to allow the colonists to elect a representative board, Twelve, later Eight Men. Stuyvesant also allowed a committee of Nine Men to take some hand in the government, but so much contention arose that a committee of three was sent to the States General of Holland to demand a city charter for New Amsterdam and village rights for the outlying settlements. After much opposition, these demands were granted, and New Amsterdam was formally proclaimed a city on the 2d of February, 1653, at the feast of Candlemas. By this charter those of the Small Burgher Right (those born in the city, those who had been residents for one year, those who had married native-born burghers' daughters, or who had paid a fee for the privilege) had the right to vote for two burgomasters, a schout and five schepens. No one could hold these offices except those having the Great Burgher Right, consisting of former and actual members of the provincial and municipal governments, Reformed clergymen, commissioned officers and those who secured the Burgher Right by the payment of fifty florins, together with their male descendants.

Hereafter the right of "no taxation without representation,"

which had for a long time been recognized in Holland, was authorized in this city. Stuyvesant appointed the first city officers, refusing for several years to allow elections, but he was finally forced to carry out all the provisions of the charter.

Among some of the first ordinances passed by the burgomasters and schepens were those forbidding the use of wooden chimneys, fighting with knives, carrying firearms, fast driving, and providing for 150 leathern fire-buckets and the formation of a "Rattle Watch" to patrol the streets at night. The inhabitants were forbidden to fell trees across the streets and were ordered to put rings in the noses of all their hogs, and, later, to keep their hogs and goats enclosed. The streets were surveyed and mapped, vacant lots were taxed heavily (in order to encourage building). As a result, the city grew quite rapidly, and, by 1660, there were 350 houses in New Amsterdam which, in 1664, included about 1,500 inhabitants. The West India Company, through its governor, controlled all matters pertaining to commerce and the fur trade. Stuyvesant tried to regulate the value of the currency which consisted chiefly of beaver skins and wampum, with the usual results. The excise laws were rather severe. It was forbidden to sell liquor to Indians, or to any one during church hours or after nine o'clock at night. Licenses were to be paid to the city council, but were frequently appropriated by the governor.

Freedom of religion was allowed by law, although Stuyvesant tried his hand at religious persecution but was soon forced to allow complete freedom in church matters. One reason which is also a result of the policy of that toleration which has always characterized New York, was the cosmopolitan make-up of the population. There were at one time in New Amsterdam representatives of ten different nations and fourteen religious sects. The chief churches were

the Dutch Reformed, French Huguenot and the Episcopalian, but Anabaptists, Quakers, Puritans, Lutherans and Jews were numerous and allowed freedom of worship.

54. Three City Seals.—(1) The Dutch Seal. (Booth's History of New York, p. 139.) Argent per pale; 3 crosses saltire; crest: a beaver, *proper* (emblem of the fur trade), surmounted by a mantle on which is a shield *or* and the letters G. W. C. (geoctroyeide West Indische Compagnie, or chartered West India Company). Date, 1654. Under the base of the arms Sigillum Amstello Damensis in Novo Belgio (seal of Amsterdam in New Belgium); all enclosed in a wreath of laurel.

(2) The English Seal (granted 1686). The English crown replaces the Dutch mantle. In the crest are two beavers enclosed in windmill sails. The sails and barrels represent the bolting industry, a monopoly of which was secured to New York merchants by a special act of 1678. The Indian supports represent the continued importance of the fur trade which was chiefly with the Iroquois of the Mohawk Valley. Eboraci is the genitive case of the old Latin name of York.

(3) The American Seal (1787). Differs from the English chiefly in the substitution of the eagle and hemisphere for the crown, and a surveyor in place of one of the Indians. There have been several forms of this seal in use.

60. Surrender of New Amsterdam. Despite Stuyvesant's appeals to the West India Company for additional defences and supplies of war, the city was left a prey to the foe who had for some time been encroaching by land from the eastward. The Connecticut Valley had long since been occupied by the English, Long Island was almost entirely English, and

many had come to the capital itself to enjoy Dutch tolerance and trade.

The foe arrived in 1664—not from the northeast, to batter at the gates of the Palisades—but from the sea, a strong fleet anchoring in the upper Bay, with guns directed toward the puny fort.

Stuyvesant resisted surrender as long as possible, but finally, on the 8th of September, 1664, urged by the leading citizens, who wished to avoid a useless struggle, he allowed the flag to be lowered and the Dutch troops to march honorably out of Fort Amsterdam.

65. Stuyvesant's Tomb.—After a trip to Amsterdam, to explain the circumstances of the surrender, Stuyvesant returned to his Bowery, where he spent his last days in peace. He died in 1672 (old style 1671) and was buried in the vault now beneath St. Mark's Church and marked by a tablet which is visible from the street. In the same vault lie the remains of an English governor, William Sloughter.

66. Father Knickerbocker.—(Our debt to the Dutch). Although New York City was under the English flag more than twice as long as under the Dutch dominion, Father Knickerbocker still remains our emblem. To the Dutch we owe the first settlement, much of the city plan below Wall Street, Dutch family and geographical names, the Reformed Churches, all of which claim descent from the old "Church in the Fort," our first City Charter, our high-stooped houses, and many customs, such as the Christmas stocking, New Year calls, the accompanying New Year cakes and "cookies," the coloring of Easter eggs, etc.

In a larger way we owe to Father Knickerbocker the beginnings of our commercial enterprise and integrity and, above all, the spirit of tolerance in religion. Our *state* laws as to land tenure are all

based on Roman Dutch law, and many ideas as to our republican form of government and free popular education were borrowed from the Dutch republic where free institutions flourished as early as the sixteenth century.

67. Portrait and Autograph of James I. of England.

The English, like the Dutch, had gone through a war with Spain and had defeated the Spanish Armada in 1688, after which they began to assert commercial supremacy on the sea. Like the Dutch, they had engaged in trade with the Indies, and their successful colonization in America began at Jamestown, Va., two years before Hudson's voyage.

King James based his claims to nearly all the North American continent on the coasting trip of Sebastian Cabot in 1497, and consequently the Dutch were looked upon as intruders and usurpers. Although the Pilgrim Fathers had been kindly treated in the Netherlands, they were denied permission by the West India Company to settle at the mouth of the Hudson, as the Dutch feared that such a settlement might strengthen the English claims to the region.

In 1622 the English protested against the West India Company's projected settlement. The expulsion of an English trading vessel from the Hudson by Governor Van Twiller added to the ill feeling. The events leading up to the Great Rebellion in England overshadowed colonial questions and during the Commonwealth Cromwell thought it good policy to be on friendly terms with the neighboring republic, although the passage of an exclusive Navigation Act led to a short naval war. After the restoration of James' grandson to the throne of England, the whole question was reopened by the new Navigation Acts.

The importance of Manhattan, lying at the entrance to the most valuable waterway to the fur region of the continent, had not es-

eaped the notice of the French who already had flourishing trading posts on the St. Lawrence and the Great Lakes. But they had early antagonized the Iroquois who were fast friends of the Dutch. The New Englanders looked with greedy eyes at the little colony, and finally King Charles II. was induced to grant to his brother James, Duke of York, all lands between the Connecticut and the Delaware, bounded on the interior by a line connecting the then unknown sources of the Connecticut, Hudson and Mohawk with the east side of Delaware Bay. The conquest, as we have seen, was easily achieved and Colonel Richard Nicholls, commander of the English fleet, became the Duke's first governor (1664-68).

The names of New Amsterdam and New Netherland were changed to New York. The capture of New Amsterdam led to a short war between Holland and England, De Ruyter blockading the Thames and holding London at his mercy. But in 1667, both nations wishing to combine against France, a treaty was made, leaving the English in possession of New York, but excluding her from the spice trade and Surinam. A new war broke out in 1670 through Charles' secret treaty with Louis XIV. to aid the latter in the conquest of Holland, one result of which was the recapture of New York by the Dutch who were, however, able to hold the city but fifteen months (1672-3).

70. Dongan Charter.—Governor Nicholls proclaimed the Duke's Laws which, while continuing the civil rights, took away the suffrage of the citizens, although the English inhabitants had supposed that with the English flag would come the free institutions of New England.

The Dutch Charter was continued in force, but all the officers were appointed by the Governor, three Dutch and two English aldermen taking the place of the schepens. The first mayor,

Thomas Willett, succeeded the burgomasters, and the former schont, Allard Anthony, was reappointed with the title of sheriff.

The Great Burgher Right was abolished, all burghers now being on an equality, and English became the official language. Later on, in 1686, during the governorship of Thomas Dongan, a new charter was granted which may still be seen in the Lenox Library. The Dongan Charter confirmed all previous rights and privileges, and expressly gave to the city the City Hall, Great Dock, ferry, market houses and all waste, vacant, unpatented lands on the island above low water mark, with coves, ponds, etc. The city was now first divided into six wards, and one Alderman and one Assistant Alderman represented each ward, but city officers were still appointed by the Governor.

103. Montgomery Charter.—The third important city charter may also be seen to-day. It added to the jurisdiction of the city all lands under water to low water mark on the New Jersey and Long Island shores, besides the islands of the Upper Bay and East River.

A seventh ward, called Montgomerie (in honor of the Governor) was carved out of the old "Outward," including the region from Wall to Chambers Streets. Very few changes otherwise made.

88. The English City Hall.—The city had grown far beyond its original limits, and the old Stadt Huys was beginning to crumble, so, at the time of the demolition of the Wall (1699), a new City Hall was erected nearly on the site of the present Sub-Treasury (Wall Street, at the head of Broad Street), which continued as the headquarters of the local government until 1812. It was also used by the Provincial Assembly and later, as the State capitol. It offered a meeting-place for a time for the Continental Congress,

after the Revolution, and for a year it was used as the Federal capitol.

**72. View of New York
from the North, 1679**

Picture taken from a sketch made by the Labadist Fathers, who wrote a diary describing their tour through New Netherland. It was probably taken from near the head of what is now Fulton or John Street. The buildings along the East River shore and near the fort are hidden in the natural depression. The windmills are on Broadway and the wagon is turning down the Magdje Paat (Maiden Lane toward the road to the Ferry, Pearl Street). This is the earliest view of New York from this particular point.

***78. The Junction of
Pearl and Chatham
Streets in Colonial Days.**

A view in later days of the street which led into the Bowery. The little brook crossed by the "Kissing Bridge" ran into the East River through the line of Roosevelt Street.

(In Brooklyn lectures use 76 instead; see page 35.)

***100. Lispenard's Meadows.**—Originally a swampy region near the foot of Canal Street, which was reclaimed in part about 1730 by Anthony Rutgers, who received a free grant of the land for his services in draining it. Later, Leonard Lispenard, who lived on the hill just south, married the daughter of Rutgers and, as the land passed into the daughter's possession, her husband's name became attached to the meadows.

(In Brooklyn lectures use 77, page 35.)

58. Bellman on Rounds.—The "Rattle Watch" were on duty only at night, and acted as watchmen and town criers.

58. In the Stocks.—A favorite mode of punishment in colonial days. The whipping-post was located near the stocks, in the neighborhood of the City Hall.

79. First Milestone.—On the Bowery opposite Rivington Street, one mile from the English City Hall. Several of these milestones remain, marking the distance along the post roads to Boston and Albany. The first post route to Boston was established about 1673, during Lovelace's administration, the route back and forth taking a month to cover.

80. Bowery To-day.—Line of the old Post Road which continued to Union Square, Madison Square, and then northeast, nearly on the line of Third Avenue to Harlem.

108. Fort and Battery, 1750.—Shows many changes since the Dutch days. The Dutch Church had been taken down and rebuilt in Garden Street (Exchange Place), a French Church had been built on Pine Street and a second Dutch Church (the Middle Church) just north of it on Nassau Street. The Battery was an outer fortification, the guns for which were not put in place until very near the time of the Revolution.

109. Raising the Liberty Pole. A typical scene throughout the colonies at the beginning of the Revolutionary era. The local liberty pole was on the "Common" (City Hall Park) nearly opposite Warren Street. Repeated attacks on this by the British soldiers led to a fight between them and the Liberty Boys, known as the Battle of Golden Hill, which preceded the Boston Massacre by several months.

118. Declaration of Independence. This was read to the army in Washington's presence on the site of the present City Hall (marked by a tablet under the Mayor's window) on the 9th of July, 1776.

17. Bowling Green and Steamship Row. Immediately after the news of independence, the citizens rushed down Broadway to Bowling Green and tore down the statue of George III, which was in the center of the little park. (The fence shown in the picture was brought from England in 1771.)

121. Statute of George III.—The lead from the statue was melted into bullets and, later, "melted majesty was poured into His Majesty's soldiers." The stone on which the horse stood, the leaden tail and bridle may still be seen in the Historical Society rooms.

The British fleet arrived in the Bay during the summer of 1776 and 30,000 soldiers encamped on Staten Island. The Battle of Long Island took place on the 27th of August, Washington saving the fragments of the army by a successful run. (For full account of the battle see Stiles' History of Brooklyn, pp. 51, ff.)

(When in Brooklyn insert 126 here, page 36.)

125. Map Battle of Long Island.

MAIN POINTS.

1. Landing place at Gravesend Bay.
2. Division of forces.
A—New Utrecht.
B—Flat Lands.
3. American Forts and Line of Defence.
4. Grant's feigned attack on Stirling, early in the battle.

5. British camp fires left burning at Flatlands and march of British around to Jamaica Pass, through Bedford, to the rear of Sullivan's troops.
6. Evident cause of rout; flank and rear attack: retreat to entrenchments.

- 127. Battle of Long Island.** The Cortelyou house is of historical importance, first as one of the earliest Dutch houses on Long Island, and secondly, for its interesting and intimate association with the Battle of Long Island.
- Aug. 27, 1776.**
- *128. The Vechten-Cortelyou House, 1699.**

Lord Stirling had been opposing General Grant since early morning, when, at about 10 a. m., he became aware of a flank movement against him; but still he fought vigorously until noon, when he found that retreat by the Gowanus had been cut off by Cornwallis' 71st Regiment and 2d Grenadiers, and the only way of escape open was across the Gowanus marsh and creek where both were broadest. Stirling immediately faced about (while the soldiers were struggling in the morass) with some 570 Maryland troops and threw them on Cornwallis in the hope of checking him and so allowing the rest of the American brigade to retreat.

The British were driven back to the Cortelyou house, which stood near the intersection of Post and Gowanus Roads (west side of Fifth Avenue, near 4th Street) where they posted themselves and were nearly dislodged by the brave charges of the raw Maryland militia, who were finally routed and escaped as best they could in confusion. Many, together with Lord Stirling, were captured by De Heister. Of the 400 Marylanders, about three-fourths were

killed and the greater part of the rest wounded. To their memory is erected a simple shaft on the ground where they fell.

(When in Brooklyn insert No. 138 here, page 36.)

141. Roger Morris (Jumel) House. (At 161st Street and Edgecombe Avenue) built 1758 by Colonel Roger Morris of the British army, occupied by Washington in September, 1776, and, later, by British and Hessian officers. The residence of Stephen Jumel and Aaron Burr, who married Jumel's widow.

148. Battle of Harlem Heights (Tablet). On Havemeyer Hall, Columbia University, about 117th Street and the Boulevard. The British landed on September 15th at the foot of East 34th Street; Putnam's 5,000 troops below Chambers Street escaped just in time and joined the main army at Washington Heights.

A small force of British had made a sally early in the morning but were forced to retreat to the hollow just north of Grant's Tomb. Washington attempted to ambush them, but succeeded only in driving them nearly two miles down the island. The two chief American officers, Knowlton and Leitch, were killed while gallantly leading their troops.

149. Harlem Heights Battlefield To-day. Just south of Barnard College and directly west of the battle tablet. In the background Grant's Tomb, a reminder of another struggle for freedom. Though a small battle, it had the valuable result of encouraging the Americans who, up to this time, had met a continuous series of defeats.

- 152. Fort Washington Celebration.** (November 16, 1901, 125 years after the battle) at 183d Street and Fort Washington Road on the site of the fort. The tablet reads as follows:

This Memorial marks the site of
Fort Washington
Constructed by the Continental Troops
In the Summer of 1776
Taken by the British after a heroic defence
Nov. 16, 1776
Repossessed by the Americans upon their
Triumphal entry into the City of New York
Nov. 25, 1783.

Although, on his retreat to Westchester, Washington had advised against any attempt to hold the fort, Congress ordered that 3,000 men should be left to guard it, with the result that all were slain or made prisoners.

- *156. Old Powder Magazine, Hunt's Point.** Near the landing place of the British (by whom it was used) at Throgg's Neck and located in what was known during the Revolution as the "Neutral Ground."

(Omit in Brooklyn Lectures.)

- *160. The Spy Oak.**—With the Spy Oak is associated an interesting tradition—hence its name. When the British occupied Throgg's Neck and the vicinity of Pelham, small detachments of American troops were stationed as pickets to watch closely their movements and to give an alarm and dispute whatever movement

Lord Howe should make towards gaining the rear of the American Army. One of these detachments captured a British spy prowling around in the vicinity of the Westchester Pelham road, in a part known as Stony Lonesome, near the Haight Estate. The spy was hung on one of the largest branches of this oak; tradition says, the one that hung over the road. Many legends have clustered about the old oak, and many of the superstitions would go far out of their way rather than pass this tree, beneath which the soldier was supposed to be buried, for fear of his ghost, which, like that of the headless horseman, had never been laid to rest.

(Omit in Brooklyn Lectures.)

161. Nathan Hale.—The gallant patriot spy whose last words are so familiar. The statue stands in City Hall Park facing Park Place. Hale was caught when almost safe within the lines, tried in the Beekman greenhouse about 51st Street and First Avenue, and hanged (so says Prof. Johnston) in Artillery Park at 11 A. M.

163. Hall of Records.—Erected about 1756 (between 1756-63) as the “New Gaol” or debtors’ prison. Chiefly famous for its use by the British as a military prison called “the Provost” because headquarters of the Provost Marshal Cunningham, a most cruel captor.

In the vaults were four gloomy dungeons in which many a brave man met a shameful death. Ethan Allen was one of the notable prisoners confined here. In the early part of the 19th Century the building was greatly changed in appearance and was used as the Hall of Records. It has lately been torn down, as it interfered with the Subway, although many efforts were made to preserve the historic building.

164. New Hall of Records.—(In course of erection.)

167. The Rhinelander Window.—(Corner of Rose and Duane Streets). Set in the Rhinelander Building as a reminder of the old Cuyler-Rhinelander Sugarhouse on the same site, which was also used as a military prison.

170. Martyrs' Memorial.—In the north end of Trinity Church-yard to commemorate the American soldiers who died in the British prisons during the Revolution, many of whom are here buried.

172. Evacuation.—Scene of the last boatload of British soldiers leaving the Battery November 25th, 1776. (At this time may be introduced, if desired, the familiar story of how Van Arsdale climbed the greased flagpole and, after tearing down the British flag, nailed fast the American colors.) At sunrise, on every Evacuation Day, a flag is raised on the pole which marks this site.

173. Continental Army Entering New York. On the same day the American troops came into the city, marching down the Bowery to Chatham Street (now Park Row), then on Queen (now Pearl Street) to Wall, and thence down Broadway. This was followed by a civic procession accompanied by General Washington and Governor George Clinton.

175. Fraunces' Tavern.—(On corner of Pearl and Broad Streets) where a dinner was given to distinguished guests on the same evening. The building was erected in 1730 by Etienne Delancey, but has been used as a tavern for over 150 years. It was originally but two and one-half stories in height and constructed of Dutch bricks. The city has recently made arrangements to purchase the building and half of the block on which it stands. It is to be restored, so far as is possible, to its original form and converted into a historical museum.

178. Washington's Farewell took place December 4th, 1783, in the "Long Room" at Fraunces' Tavern, a room still to be seen (now used as a restaurant). After the "Farewell" to his officers, Washington embarked at the foot of Whitehall Street, en route for Congress, to whom he was to surrender his commission.

179. Van Cortlandt Mansion.—Built in 1748 by Frederick Van Cortlandt and now the property of the city. It was Washington's headquarters during the Revolution and has been fitted up by the Colonial Dames as a historical museum where can be seen many interesting relics of colonial and Revolutionary days.

181. Alexander Hamilton.—Born in the West Indies, but one of New York's most loyal and useful citizens. He had been Washington's secretary, an officer in the war, and was a member of the Constitutional Convention of 1787.

182. The Federal Procession.—A great popular demonstration of all classes in the city to impress upon the Legislature then meeting (1788) the importance of ratifying the Federal Constitution. Hamilton's speeches and his papers in "The Federalist" had the desired result, New York entering the Federal Union as the eleventh state.

The scene here shown is between Bowling Green and the fort (which was torn down shortly after to make way for the Government House, designed to be the Presidential mansion). Kennedy House, No. 1 Broadway, a military headquarters during the Revolution, stands in the background.

183. Hamilton Grange.—Still standing at 141st Street and Convent Avenue. Of the Thirteen (gum) Trees brought by Hamilton from Mount Vernon, Va., and set out to commemorate the original thirteen States, several still remain.

Attempts to induce New York to purchase and preserve these interesting relics have thus far been in vain.

185. Hamilton's Tomb.—South side of Trinity Churchyard.
(Tell here the story of his political career and melancholy end.)

EPITAPH.

The Patriot of incorruptible integrity
The Soldier of approved valor
The Statesman of consummate wisdom
Whose talents and virtues will be admired by
Grateful Posterity

Long after this marble shall have moldered into dust.

187. Washington Taking the Oath. On the 30th of April, 1789, on the balcony of the former English City Hall (at this period called Federal Hall). The railing of the balcony is now in the Historical Society rooms. The Bible on which his hand rested is in the Masonic Temple at 23d Street and 6th Avenue.

188. Sub-Treasury.—Nearly on the site of the Federal Hall. The bronze statue of Washington was erected by the Chamber of Commerce, and the stone on which he stood is fastened to the wall within the building.

190. St. Paul's Chapel.—Where Washington had attended service immediately before the inauguration. This is the oldest church building now standing in Manhattan, having been built 1764-66 (steeple added 1794). Within may be seen the pews of Washington and Governor Clinton, besides several historical tablets. In the churchyard rest the remains of many people famous during the Colonial and Revolutionary periods.

201. The Collect or Fresh Water Pond. In "Kalch Hoeck" (Limeshell Point) was a hill projecting into the Collect Pond. This pond was originally sixty feet deep and about seventy acres in area, covering part of the region bounded by Elm, White, Leonard and Mulberry Streets. It was once used as a source of the city water supply, and here, 1796, John Fitch experimented with his steamboat. It was drained and filled in about 1812, as it had become a menace to the public health.

203. The Clermont.—The first commercially successful steam-boat, built by Robert Fulton and run by him to Albany in 1807. This boat did much to open up the interior of New York State and to develop the great interior of the continent, the latter being made especially necessary by the Louisiana Purchase.

(When in Brooklyn insert Nos. 205, 206, 208, pages 37-38)

43. Modern Ferry.—About five years later, Fulton perfected the first steam ferryboat which ran from Cortlandt Street to Pavonia. Other steam ferries soon followed, thus putting New York City into easy and rapid communication with New Jersey and Brooklyn. The modern ferry is built on practically the same lines as Fulton's ferry-boat, although the newest boats (such as the one shown in the view) are propelled by two pairs of twin screws, instead of side wheels, making navigation swifter and safer.

***221. Canal Street, 1812.**—Canal used for draining the Collect Pond and crossed at frequent intervals by bridges. The great Canal Street sewer is still used to carry off the water from what is yet a very swampy region beneath the surface.

(Omit in Brooklyn Lectures.)

***222. Physical Map of Manhattan.**

Showing the original waterways, among which may be noted those formerly in Broad Street, Maiden

Lane, Roosevelt Street, Canal Street and (just north of the last named) Minetta Brook. Harlem Creek ran northeast from the upper end of Central Park and now forms the source of the Harlem Mere. The swampy region near Beekman Street is still called "The Swamp."

(Omit in Brooklyn Lectures.)

The original shore line is seen to be several blocks from both of the present river lines. This map also illustrates the city plan of streets and avenues at right angles and at regular distances apart. This plan was adopted in 1807, but is not yet fully realized. It is unfortunate that so little provision was made for parks and for avenues running diagonally.

226. Battery, 1822.—All Battery Park was under water until long after the Revolution. Castle Clinton (now the Aquarium) was built as one of the defences for the War of 1812 on an artificial island and connected by a bridge with Manhattan. After the war it was used as a place for public amusements and celebrations; Lafayette and Kossuth were here received and here Jenny Lind first sang in America. Later the building became a receiving station for immigrants and so remained until its conversion into an aquarium. The original bomb-proof and embrasures may still be seen.

228. Forts Fish and Clinton, 1812.

Located at what is now the north end of Central Park and designed to resist attacks anticipated during the War of 1812.

On the height above Harlem Mere may still be seen an old cannon and mortar lying near an original breastwork.

***231. Block House No. 1.**—One of a series of stone forts erected on the hills facing Harlem Plains. Remains of another block house may be seen at the north end of Morningside Park.

(Omit in Brooklyn Lectures.)

234. City Hall Park, 1822.—Showing the original fence surrounding the park triangle, the apex of which was where Broadway and Park Row now meet. On the right may be seen the old Park Theatre, the Brick Church (now 38th Street and Fifth Avenue) and the 2nd Tammany Hall (now the “Sun Office”).

235. City Hall To-day.—Our third City Hall was built (1803-12) on the site of the Almshouse. The front and sides are of marble and the rear wall of sandstone. On the first floor are the Mayor’s Office (on the walls of which hang portraits of former mayors); the City Library (containing many valuable records) and other Municipal offices.

236. Governor’s Room.—But the chief point of historic interest in the building is the Governor’s Room, so called because of the fact that here hang the portraits of nearly all the governors of New York since the Revolution. The furniture of this room was once used by the Congress which met in Federal Hall. Here may be seen also the desks of Washington and Jefferson, a portion of Stuyvesant’s pear tree, and the punch bowl used in the celebration of the commencement of the Erie Canal.

237. Erie, 1825.—The beginning of the procession of Erie Canal boats from Buffalo to New York. As the fleet started a signal was sent across the state and down the Hudson by the booming of cannon at frequent intervals. On the arrival of the fleet off the foot of what is now West 10th Street, the city officials joined

the procession and proceeded to the Navy Yard, where national officials came on board and all went out of the Bay to wed the water of the Lakes to the salt water of the Atlantic. Thus was completed the great work of Clinton, in joining the interior with the sea. New York now became the Empire State and now, for the first time, New York City became the Metropolis.

242. Dewitt Clinton.—In large measure responsible not only for the completion of the Erie Canal, but also for the beginnings of free popular education.

243. First Free School Building. (School No. 3). On Chatham Street and Tryon Row.

The Free School Society was organized May 6th, 1805, Mayor Dewitt Clinton being chosen president of the board of thirteen trustees. A public subscription list was circulated and the First Free School was organized May 19th, 1806, in a room on Madison Street (then called Bancker Street) under the care of Wm. Smith with about forty scholars. Col. Henry Rutgers (founder of Rutgers College) contributed two lots on Henry Street, where, later, School No. 1 was built. Meanwhile, the city presented the house adjoining the Almshouse, together with \$500, and the following year the first building owned by the Society (shown in the view) was erected and dedicated (1809). It contained a large school-room, capable of holding five hundred scholars, a smaller class-room, a trustees' room and apartments for the teacher.

School No. 1 was built on Rutgers' lots, 1810-11 and School No. 3 in 1811 at Hudson and Grove Streets, on land donated by Trinity Church. In 1825 the name of the Society was changed to The Public School Society. "Ward Schools" were established by the

city in 1842, and 1853 the Public School Society gave up its rights and property to the city, all free schools being now put under the charge of the Board of Education.

244. Modern School Building.—(P. S. 79, Brooklyn.)—What progress has been made in the educational methods of New York City may be only dimly conceived by a comparison between the first and the latest public school edifices.

240. First Railroad Train.—The first railroad to be built in New York State was the Albany and Schenectady, opened in 1831. The first railroad to enter the city was the Harlem R. R., which was chartered April 25th, 1831, and ran originally down Fourth Avenue and Centre Street to White Street.

248. Teawater Pump.—On Park Row, near Baxter Street, stood for many years this pump to which the people came for spring water, which they could also buy at one penny per pail. The Manhattan Water Company, chartered in 1799, supplied water to the houses through wooden pipes or bored logs. This water supply proved to be unwholesome and insufficient in quantity. Moreover, there was not enough pressure to make it available in case of fires.

251. Fountain, City Hall Park, 1842. After many plans had been rejected, the Croton water-shed was acquired by the city and an abundance of pure water was formally introduced into New York City, 1842. The fountain represented in City Hall Park was just north of the site of the present Post Office. A great procession, fireworks and speeches marked the occasion.

252. Croton Reservoir.—On Murray Hill (in what was orig-

inally called Reservoir Park, now Bryant Square), the first distributing reservoir of the city.

253. High Bridge.—Erected to convey the Croton Aqueduct across the Harlem. The tower was built to give a pressure sufficient (at the time of its building) to supply the highest edifices. At the time it was projected there was no conception of the present "skyscrapers."

275. Crystal Palace.—A great building of iron and glass in Reservoir Park and resembling the Crystal Palace of London. Erected to hold the first World's Fair in America. It was opened on July 4th, 1853. It was intended for after use as a place for permanent exhibitions, but was destroyed by fire in 1858, just after it had been in use for the celebration of the successful completion of the first Atlantic cable.

276. N. Y. Public Library.—Now being erected on the site of the old reservoir. Illustrates the progress New York City is making along intellectual lines.

The first public library in New York City was founded before 1700, but the first organized effort to consolidate and unify all the free city libraries came but a few years ago, after the settlement of the will of Samuel J. Tilden. The recent gift of Andrew Carnegie makes it possible for New York City to become the leading city in the world as regards free reading for the public.

278. Squatter Settlement.—Showing original conditions in what is now Central Park, where several thousand "squatters" occupied rude shanties and fed thousands of domestic animals on city refuse, which they carted there for the purpose. After considerable agitation in favor of establishing a large park in some suitable part of the city, 1856, the site of the present Central Park was secured

for this purpose. It was necessary to drive out the squatters, regulate old water courses and to make improvements which cost millions of dollars. The results prove the wisdom of the plan.

**279. Central Park To-day,
Terrace and Lake.**

The park has sometimes been criticised as too artificial, but it is very beautiful and has been a constant source of pleasure to the citizens. Within the last twenty years, great areas in the upper part of Manhattan and The Bronx have been secured for parks designed to be left, as far as possible, in a state of nature.

283. Bronx Park.—Among these are Fort Washington, Van Cortlandt, Pelham Bay and Bronx Parks. The Zoological and Botanical Gardens in Bronx Park are especially valuable. They form a popular educational factor in our city life.

284. Mulberry Bend, 1892.—The center of the most densely populated district in the world.

**285. Mulberry Bend Park,
1903.**

After considerable opposition, the "Small Parks Act" was passed by the Legislature in 1887, authorizing the city to spend \$8,000,000 for the acquisition of small parks in crowded parts of the city. Several years later the work was begun by demolishing the buildings on several blocks, and Mulberry Bend Park was created.

Other small parks and playgrounds have been created, leading to a marked reduction in the death rate and in the amount of crime in the surrounding neighborhoods.

287. Broadway, 1840.—View taken near Grand Street, showing the former buildings and old style stages, which were the first means of rapid transit in New York City.

288. Elevated R. R., 110th St.—The first horse railroad in the world was built on Fourth Avenue about 1831, but this method of transportation proved too slow, and, after a series of experiments with an underground railroad beneath Broadway (1868-70) and an elevated railroad on Greenwich Street and Ninth Avenue (1867-77), the present elevated railroad system was devised, all four lines of Manhattan being in operation by 1880.

289. Trolley Car.—The new roads proving inadequate to accommodate the traveling public, the Broadway cable road was built in 1884 and was soon followed by overhead and underground trolley systems.

290. Brooklyn Bridge.—For over two hundred and fifty years the only means of communication between Brooklyn and Manhattan had been by ferry. In 1866 was originated the first bond of a stronger union in the beginnings of the great bridge, completed 1883. But only with the completion of the new East River Bridge, the other bridges designed, and the tunnel from the Battery, will the problem of speedy and safe transportation between the two boroughs be solved.

292. Map of Greater New York. The city of New Amsterdam under its charter embraced the whole Island of Manhattan, but only the part below Wall Street was generally considered and treated as a municipality.

Under the later colonial charters, the neighboring islands of the Bay and East River were added. In 1873 that part of Bronx Borough lying west of the Bronx River was added to the City and County of New York, thus nearly doubling its area.

In 1895 a still larger slice of Westchester County was added to the city, though not to the county, and in 1898 was formed what

is sometimes incorrectly called "Greater New York," when the boroughs of Brooklyn, Queens and Richmond were added, making New York the second city in the world as regards both area and population.

296. Rapid Transit Tunnel.—In the sidewalk in front of City Hall may be seen a bronze plate with the following inscription:

At this place, 24th March, 1900

Hon. Robert A. Van Wyk
Made the first excavation for the
Underground Railway.

A work designed to facilitate rapid transit and to cement more closely the union of the boroughs. It is hoped to put at least part of this system in active operation by 1904.

297. American Surety Bldg.—On account of the vast increase of land values in the lower part of the city, it has been found necessary to erect the tall buildings commonly known as "sky-scrappers," their use being made practicable by the erection of elevators which render the ascent easy and swift.

301. Sky Line.—The result of the high buildings has been to change completely the appearance of southern Manhattan from the harbor, notable differences between the old and new style of buildings rendering the view most incongruous, but typical of New York City.

302. First Appearance of Manhattan.

303. Emblematic View of the Boroughs.

Explains itself and may be used in pointing a moral when enjoining good citizenship in our metropolis which is "no mean city."

304. Song of New York.

305. "America."—(Illustrated.)

ADDITIONAL FOR BROOKLYN.

76. The De Hart or Bergen House. The De Hart Bergen House, located on the shore of Gowanus Cove, west of Third Avenue,

near 37th and 38th Streets, was occupied in 1678 by Simon Aerson De Hart. This is proven by mention of the royal hospitality of Mr. De Hart in Dankers and Sluyters' narrative of their visit to New York in 1679, as agents of the Labadist Society in Holland. They tell of the Indians during their drunken revolts rushing up to the De Hart house in pursuit of wives and children who sought safety within the walls of the old house, which was in fact much like a frontier trading-post.

77. Bushwick Church and Town Hall, 1711. Such was the beginning of the municipal buildings of the town of

Bushwick in 1711, which now includes that portion of Brooklyn lying north and east of Broadway and Division Avenue, including the old 13th, 14th, 15th, 16th, 17th and 18th wards. The picture must tell its own story of the early agricultural community, as all the pre-Revolutionary records are lost. There is a tradition, however, that on the first anniversary of the Declaration of Independence a celebration was held in and about the church and town hall. A liberty pole was erected in front of the latter, and cannon was fired on the common ("plein"). At this time Dutch was the spoken language of the community, and English merely the market language. This quaint octagonal church

with its spire rising among sloping roofs and a simple town house and the cluster of one-story Dutch houses with their long, overreaching curved roofs, sloping almost to the ground, must have been a scene indeed picturesque in its Dutch grotesqueness; and so remained Bushwick (called by the Dutch Hetdorp) until the early part of last century.

126. Denyse's Ferry.—Where now is erected Fort Hamilton in pre-Revolutionary days stood three small frame houses, and the locality received its name from one of the owners, who ran a row-boat ferry. The neighborhood was thoroughly tory. Nearby, the Americans early in 1776 erected a battery of two or three twelve-pounders, whose gunners had the temerity to attack the British frigate *Asia*. The latter soon replied with broadsides and destroyed the houses in the neighborhood, but evidently did not seriously damage the fort, as it is related by an English officer in his diary that when Lord Howe crossed from Staten Island to this point on the morning of August 22d, 1776, with 16,000 Hessians, they met with a vigorous resistance from an American battery.

What an imposing scene it must have been to that little company of Americans under Colonel Hand, to have seen the opposite shore bristling with the arms and activity of that army, and then to see 3,000 boat-loads form in column, and with a vanguard of gun-boats, row towards the Long Island shore! Col. Hand's men stuck to their posts defiant, not hoping to repel, and only yielded when swarms of the troops disembarked and rushed up the hill to assault the battery.

138. Bedford Corners.—After the American Army had abandoned Brooklyn and vicinity and the British were in command of New York, Bedford became one of the permanent British camps.

The camp was located on the farm of Barent Lefferts, now crossed by Franklin and Classon Avenues, Bergen, Wyckoff, Baltic and Butler Streets.

The Barracks were mere huts formed by making a trench 30 to 50 feet by 12 to 15 feet, with a board roofing; a stone fireplace was arranged in one or two. There was no systematic plan of the camp, the huts being located where the ground sloped so that there might be an entrance from the middle of the lower side. Outside of the camp, in favorable and convenient spots, officers pitched their tents, and the house of Mr. Lefferts became their headquarters.

Major Andre made this house his quarters before Gen. Clinton sent him on the mission which resulted in his capture. At Bedford also were some hundred invalided officers and soldiers quartered on the families of the town. Before this, sentiment of the locality was quite tory, but this act put a damper on the fervor of the loyalists and more deeply incensed the neutrals and patriots. This occurred in 1781; by 1782, the war had practically closed, when, on November 30th, the cloud of oppression lifted, and the British camp was withdrawn.

205. Map of Ferry Village, About Ferry Village was a cluster

1816. of houses, taverns, stables and

208. Old Ferry Road. shanties, which had grown up on the site of the original settlement at the ferry in the early Dutch days. In 1816 these formed the nucleus of a considerable business activity.

The ferry consisted of one steam boat, one horse boat and row boats with no ferry house accommodations. One-quarter of a mile north was the New Ferry (1796), from which a road ran, meeting the old King's Highway, (Fulton Street) at Main Street. Such

was the Long Island settlement as seen from New York as late as 1830.

206. Guy's Snow Scene.—This represents the most important and most compact portion of Brooklyn, as it was from 1815 to 1820. It was sketched from a house on the site of the present 11 Fulton Street. To compare this scene with the present condition of the neighborhood, the observer should stand near the corner of Front and Dock Streets, looking up James Street on the opposite side, and along Front Street to Main; and on his right to Fulton Street.

1. Was for many years the post-office, until 1830, when a brick building was built.

2. Original John Rapalje Homestead.

56. Schermerhorn House.—Stood on the site of the Bennet House (burned during Kieft's Indian War), which was built 1636, on 3d Avenue, near 28th Street. The walls were part of the original house.

NOTE.—The following additional books on local history are recommended :
McClosky's Manual of the Common Council of Brooklyn.
Bolton's and Scarf's Histories of Westchester County.
Morris' Memorial History of Staten Island.

SYLLABUS
OF A
COURSE OF LECTURES
ON THE

History and Development of The City of New York.

LECTURE 1.

Colonial Beginnings.

The keynote of this lecture should be "beginnings." It covers (1) the period of discovery and exploration, the settlement, development, and early government of New Amsterdam. Special emphasis should be laid on the nature of the first city charter and the permanent Dutch influences as typified by "Father Knickerbocker."

This is followed by (2) English beginnings: the English claims to New Netherland, changes in city life, the Dongan Charter, and events during the first sixty years of English rule. Special emphasis should be laid on the changes in government and the beginnings of the struggles for liberty.

1. Verrazano.—With whom begins (1524) the first definite knowledge of New York Harbor. He was sent by King Francis I. of France to find a passage to India, first touched the American coast near the site of Wilmington, N. C., cruised north, and finally entered New York Harbor which, in his letter (Old South Leaflet No. 1), he describes as "a very pleasant situation among some steep hills, through which a very large river, deep at its mouth, forced its way to the sea; from the sea any ships heavily laden might pass, with the help of the sea, which rises eight feet." A

storm compelled him to continue to the northeast. He was followed by other navigators, but, as their voyages led to no valuable result, we need not consider them.

**2. Harbor and City
of Amsterdam.**

Now at the height of its commercial prosperity which had increased during the recent war for independence. Spain, in 1609, made a truce with the Dutch for twelve years. Forced for ages to struggle with the sea for their very existence and lately forced to defend themselves in naval battles with their great antagonist, the Dutch were now foremost in maritime enterprise, as many as one thousand vessels entering and clearing the port of Amsterdam in a single day.

**3. Map of Europe and
America, About 1609.**

Until nearly the end of the sixteenth century, Spain had been mistress of the sea, and the Emperor Charles V. controlled half of Europe. France was wasted by constant wars, Germany and Italy were weak and divided. The commercial power of England had only begun to develop after the destruction of the Spanish Armada, and she had not yet taken a prominent place among the nations.

The Dutch Republic was at this time the manufacturing and commercial centre of the world, and, through its free institutions, a refuge for the oppressed of all Europe. It was also a centre of learning and culture. The New World, with the exception of the West Indies and other Spanish settlements, had not yet been opened up to European enterprise. The only permanent settlements in what is now the United States were at St. Augustine, Santa Fé and Jamestown. Methods of navigation were very crude, and no accurate charts of the American coasts existed.

4. The East India Company's House. Organized in 1602 for the double purpose of preying on Spanish treasure ships and trading with the East Indies. In 1606 it declared a dividend of seventy-five per cent. on a capital of \$2,600,000, and in 1609 it had in its service forty ships and five thousand men, its gross annual receipts being \$12,000,000. During its first fifteen years the total profits equalled forty-four times the original capital.

- 5. Henry Hudson.** (See page 3.)
- 6. Half Moon Leaving Amsterdam.** (See page 3.)
- 7. Hudson's Landing.** (See page 4.)
- 8. Village of Sappokanican.** (See page 4.)
- 9. Trading with Indians.**—Hudson's mate was soon sent out in charge of a second vessel to engage in the fur trade. Others followed, the most prominent being Adrian Block, who came on the "Tiger."
- 10. Burning of the "Tiger."**—This vessel was burnt to the water's edge, but during the following spring (1614) Block and his men built a little "yacht" of sixteen tons' burden, forty-four and one-half feet long and eleven and one-half feet wide, called the "Onrust" (Restless), the name strangely prophetic of the notable characteristic of the future city.
- 11. Adrian Block Tablet.**—At 41 Broadway, recites the above facts and states that here, on this site, were built the first white men's houses on Manhattan. Some doubt this being the true site, locating it rather at the foot of Roosevelt Street, where there was formerly a creek called "Old Wreck Brook," certainly a better place for anchorage than the unprotected North River shore.

12. **Purchase of Manhattan.** (See page 4.)

13. **Conflict with Indians.** (See page 5.)

14. **Corlaer's Hook Park.**—Corlaer's Hook was originally called Naig-ia-nac (Sand Lands), and was the site of an Indian village, a trail probably connecting it with Sappokanican.

15. **First View of New Amsterdam.** (See page 5.)

16. **Site of Fort Amsterdam.**—As it appeared in 1902. The block on which it stood is the site of the new Custom House now in process of erection, and Bowling Green lies just north, where Broadway begins.

17. **Bowling Green and Steamship Row.** Steamship Row for many years occupied the site of the fort, which was three hundred by two hundred and fifty feet in extent, and contained the barracks, garrison well and prison.

The site of the Green was used as a Parade Ground and Dutch cattle market. During the English Period, it was used as a private "bowling green," hence the name. (See also page 18.)

18. **Flag of the West India Company and Seal of New Netherland.** The flag was orange, white and blue, although the Dutch national flag was red, white and blue. The seal of New Netherland (not to be confused with the later city seal) represented a shield bearing a beaver (emblematic of the fur trade) proper, surmounted by a count's coronet which signified that the position of New Netherland was equivalent to a province. The inscription signifies "The Seal of New Belgium."

19. Dutch Windmill.—The first mill of the trading post was run by horse-power and known as the horse-mill, erected in 1626 on the site of 32-34 South William Street, called in Dutch days Slyck Steegh or Muddy Lane, and later, Mill Street. It was used for tanning and therefore located near the swamp. Its upper story was used as a church by Domine Michaelius until a plain wooden building was erected on Pearl Street and used as a church. In the upper story of the mill also met the first Jewish congregation until their synagogue was built across the street. Windmills were soon erected, one for grinding grain, a little northwest of the fort, and one for sawing boards, this being located on Governor's Island.

**20. Mill Stones,
at 40 Beaver Street.** Visible in the yard from the rear windows and supposed to have been used in the horse-mill. Two of the stones have been incorporated in the foundations of the Temple Shearith Israel, at 70th Street and Central Park West.

**21. Jewish Cemetery at
Chatham Square.** “The Jews’ Burying Ground,” at the corner of Oliver Street and New Bowery, first used for this purpose in 1656, but not formally deeded to the Jews until many years later. It has just been marked by a bronze tablet.

**Jewish Cemetery at 11th
St. and 6th Ave.** Second Jewish burying ground, established in 1730, remaining in use until 1830, when 11th Street was cut through it. Some of the remains were removed to the third “Beth Haim” at 21st Street and 6th Avenue where the tombstones may still be seen.

23. Van Twiller and Citizens.—The second Dutch governor, patroon Kilian Van Rensselaer's nephew (1633-38) succeeded Miuit, who had been recalled because of difficulties with the patroons. Van Twiller is the governor compared by Irving with "a beer barrel on skids," "five feet six tall and six feet five around." The scene represents David Petersen De Vries, a patroon of Staten Island, protesting to Van Twiller (centre of the group) against the allowing of English trading vessels to ascend the Hudson. Van Twiller has been called the first "boddle" governor of New York because he gained much public property by fraudulent means. Still, during his reign, many important public works were completed, such as Fort Amsterdam, the Governor's House, the Pearl Street church and several windmills.

24. De Vries-Benedict House, near Rossville, the first house on Staten Island (1640), erected by De Vries.

25. The First Warehouse.—On Whitehall Street, near Pearl Street.

26. Early Dutch Architecture. At Broad Street and Exchange Place, about the end of the seventeenth century. Note the crow-step roofs and dormer windows.

**27. Old House,
19 Pearl Street.** As it looked in 1902, built of Dutch bricks, partly covered by a wooden sheathing, but it has lately received a new front. The deed of the present owner was originally acquired from Governor Lovelace.

28. Great Boot.—On rough-rock house, northwest corner of Vesey and Greenwich Streets, thought to have been part of the first lighthouse erected here early in the Dutch Period. The boot was carried in the Croton Water Procession of 1842.

**29. School for Children
of the Burgher Class.**

The first schoolmaster, Adam Roelantsen (Groen), arrived before 1633 and taught school in his own house on Brouwer (Stone) Street. (Several interesting incidents in regard to this man and his school may be found in Innes' "New Amsterdam," chapter VII.)

30. Schoolmaster's Instruments of Instruction.—This picture speaks for itself.

31. Wadleigh High School. Completed 1902, and here introduced by way of comparison with the
32. Interior, Wadleigh High School. first city school.

33. Group Showing Holland Fashions.—Similar to those followed in New Amsterdam.

34. Annetje Jans' and King's Farms. The former was granted in 1635 to Roelof Janssen, and consisted of sixty-two acres between the present Warren and Canal Streets, west of Broadway. Roeloff's widow married Domine Bogardus. The farm was sold to Governor Lovelace in 1670, confiscated by the Duke of York, 1674, and called successively the Duke's, King's and Queen's Farm, until, in 1705, Queen Anne made a grant of it in perpetuity to Trinity Church, when it was called the Church Farm. Much of it is still Trinity property, although the heirs of Annetje Jans have frequently engaged in fruitless litigation to secure it. Note the former shore line, the Kalch Hoeck, a hill rising above its swampy surroundings, and the stream which flowed through what is now Canal Street.

35. Map of Original Grants.—Constructed from detailed descriptions of streets and lots as they had existed in the latter part

of the Dutch Period. (See first six chapters of Innes' "New Amsterdam," in which he disputes certain localities marked on this map.)

Note the Sheep's Pasture, once a swamp and drained by the canal in Broad Street. (Compare this with slide 227, Lecture III, and see City History Club Excursion No. VII.)

- 36. Governor's House and Church in the Fort.** The latter built of stone during Kieft's administration and called the Church of St. Nicholas; it is the mother of the Collegiate Churches in New York City.
- 37. Canal in Broad Street.** (See page 6.)
- 38. Along the Canal.** (See page 6.)
- 39. Broad Street, 1903.** (See page 6.)
- 40. First Ferry to Brooklyn.** (See page 6.)
- 41. De Smit's Vly.**—A tract of lowlands between the East River and the hills, stretching along the middle of the island and extending from Wall Street to the site of Beekman Street. Vly in Dutch means valley. Maiden Lane was a path connecting the Ferry Road (Pearl Street) with Broadway. (See Innes, Chapter XX.)
- 42. Fulton Ferry (in 1746).**—Two blocks further north than the Vly. Compare with slide 40.
- 43. Modern Ferryboat. At Cortlandt Street.**—Compare with primitive ferry. (See also page 26.)
- 44. Palisades on Wall Street.** (See page 7.)

45. Water Gate and Wall. (See page 7.)

46. Wall Street To day. (See page 7.)

47. Peter Stuyvesant. (See page 8.)

48. New Amsterdam and Map of New Netherland. (See page 8.)

49. View of New Amsterdam, 1656.—For details and clearer views (redrawn) of the early houses, see Innes' "New Amsterdam."

50. Stuyvesant's Whitehall.—His town house at the foot of Whitehall Street, so called because of its whitewashed bricks, or by way of derisive comparison with the royal palace in London.

51. East River Sheathing.—On the East River shore, in front of the Stadt Huys, illustrating the beginning of the methods of reclaiming land from the rivers. The sheathing was a close line of wooden palisades, originally intended to prevent water from flooding the cellars. It was gradually extended and the intervening low ground filled in.

52. Stadt Huys. (See page 9.)

53. Reading on Stadt Huys Tablet. At 73 Pearl Street, stating that this is the site of the first Dutch House of Entertainment on the island, and that it later became the City Hall.

54. Three City Seals. (See page 11.)

55. Fire Buckets.—One of several hanging in the headquarters of the Exempt Firemen, No. 10 Jefferson Market, where may be seen many other interesting relics of the volunteer firemen. The

first leather fire buckets in New Amsterdam were delivered to the city in 1659, fifty being placed in the Stadt Huys, and the others being distributed about the city. The "bucket brigade" soon followed.

56. Schermerhorn House. (See page 38.)

57. Bellman on Rounds. (See page 16.)

58. In the Stocks. (See page 17.)

59. Stuyvesant Tearing the Letter. Containing Nicholl's terms of surrender, and brought, September 2, 1664, by a delegation including Governor Winthrop, of Connecticut. The contents stated that, under the English flag, freedom of trade between the colony and Holland would not be restricted, and that the rights of all would be respected. Stuyvesant, in a rage, tore the letter, fearing its effect on the citizens, who were clamoring for surrender, hoping to gain greater privileges under English rule.

60. Surrender of New Amsterdam. (See page 11.)

61. Stuyvesant Bowery House. (See page 8.)

62. Stuyvesant's Pear Tree—Site marked by a tablet (n. e. corner of Thirteenth Street and Third Avenue) stating that here flourished this famous tree for over two hundred years. Parts of the tree may be seen in the New York Historical Society Building and in the City Hall.

63. Map of Stuyvesant's Bowery. Showing the lines of the early streets and the modern street plan, together with the location of points of interest in connection with the Stuyvesant family.

65. St. Mark's on the Bowery. Second Avenue, between 10th and 11th Streets, erected (1795-99) on the site of Stuyvesant's little wooden church and just east of the site of the Bowery House.

65. Stuyvesant's Tomb. (See page 12.)

66. Father Knickerbocker. (See page 12.)

67. Portrait and Autograph of James I. (See page 13.)

68. Duke's Plan of New York. (1661.) Note the errors as to the Narrows and the islands of the Upper Bay. Compare the streets with those on slides Nos. 35 and 227.

69. Andros.—English Governor of New York, 1674-82, and again Governor of New York, New Jersey and New England, 1688-89. He did much to improve the city, through special ordinances as to cleanliness, the filling of the Broad Street canal, and the removal of the tanneries to Maiden Lane (later to Beekman Street and thence to "the swamp"). Streets were regulated, the market house and Great Dock built, excise laws made more rigorous, and New York City received its bolting monopoly (see slide 54).

Relations with the Iroquois were improved for the sake of the fur trade. Although called a tyrant, it was Andros who suggested the granting of a liberal charter to the province.

70. Dongan Charter. (See page 14.)

71. Residence of Dongan.—Erected 1661, destroyed 1878. Home of ex-Governor Dongan until his death, in 1715.

72. View of New York City in 1679. (See page 16.)

73. View of New York City, 1679.—Near the Water Gate.

74. View of New York City, 1679.—Region above Wall Street.

75. Wet Docks.—Broad Street, 1679. Shown from Brooklyn. The above four slides were made from sketches made by the Labadist Fathers, who made a tour through New York. Their complete journal has been translated, and may be found in Vol. 1 of the Memoirs of the Long Island Society.

76. De Hart-Bergen House. (See page 35.)

77. Bushwick Town House and Church. (See page 35.)

78. Junction of Pearl and Chatham Streets in Colonial Days.
(See page 16.)

79. First Milestone. (See page 17.)

80. Bowery, 1903. (See page 17.)

81. Leisler's House and the Fort.—Leisler's house in the foreground.

82. Leisler's Rebellion.—Brought about by the English Revolution of 1688, when the colonists rose up against their royal governors. Leisler, captain of the train-band, seized the fort and ruled with an iron hand for several months, until new officers were sent by King William. Leisler refused to give up the fort to the Lieutenant-Governor, on the ground that he had no commission, but promptly surrendered to the Governor, William Sloughter, on his arrival, several days later. He was tried and executed for treason, but, later, was declared innocent by a special act of Parliament. His body was then disinterred and reburied with honor. His property, which had been confiscated, was restored to his family. (See

an interesting discussion on this subject in Wilson's "Memorial History," Vol. I., Chapter 12.)

83. Kidd's House.—On Pearl Street, at Hanover Square. Kidd was chosen by Governor Bellomont and others to suppress the piracy which was so frequent at that time, New York having become a favorite port in which to dispose of the booty. Later, Kidd claimed to have been forced by his crew to turn pirate himself. He was arrested in Boston (1701), sent to England for trial, found guilty and hanged.

84. Middle Church.—So called because located between the old South Church on Garden Street (Exchange Street) and the North Dutch Church on Fulton Street. It was on Nassau Street, between Liberty and Cedar Streets.

85. Middle Church Tablet.—Northeast corner of Cedar and Nassau Streets; states that the church was dedicated in 1729, became a military prison in 1776, and was restored in 1790, occupied as a U. S. Post Office from 1845-75 and torn down 1882.

86. Trinity Church, 1788.—Reminds us of the original Trinity, built in 1697. The first structure was outside the Wall. (See slide 46.)

**87. Oldest Graves,
Trinity Church.** On the north side, near the front, the stone to Richard Churcher (second from the left in the view) bears the date 1681. (For an interesting account of these old graves see Hemstreet's "Nooks and Corners in Old New York," pp. 58-72.)

88. English City Hall. (See page 15.)

- 89. First Main Watch House.** Opposite the City Hall, on Broad Street (1731-89). The City Marshal was the Supervisor of the night watch, all "able and sober men of good reputation" being liable to actual duty. Many changes in the system occurred, the watch frequently being a paid force.
- 90. Tablet: First Printing Press.** States that William Bradford, public printer, established the first printing press in New York in 1693 at 81 Pearl Street.
- 91. Fac-simile New York Gazette.** The first newspaper of New York, a single weekly leaf, the size of half a sheet of foolscap.
- 92. Gazette Office Tablet.**—On the old Cotton Exchange at Hanover Square; states that here, in 1725, was first published this little paper.
- 93. New York Weekly Journal.** Fac-simile of the rival sheet (1733) intended to defy the tyranny of the royal governor.
- 94. The Zenger Trial.**—For the freedom of the press. Unsigned articles had appeared accusing Governor Cosby of serious breaches of the law and general malfeasance in office. Zenger, the editor of the "Journal," was prosecuted by the governor for libel, the trial being held in the City Hall. After an eloquent appeal by Lawyer Andrew Hamilton, who claimed that telling the truth was not libel, even when it stated unpleasant facts about the chief executive, Zenger was unanimously acquitted by the jury amid the

applause of the populace. Thus was established, for the first time in America, the liberty of the press.

95. Printing House Row.—The picture shows the statues of Franklin and Greeley.

Benjamin Franklin applied at one time for a position in Bradford's printing office, but, as there was no vacancy, he went on to Philadelphia to seek his fortune. There he soon rose into prominence in connection with the great struggle which was already imminent, and in which a free press was to aid so greatly.

It is fitting that his statue should stand in Printing House Row nearby that of Horace Greeley, another great advocate of freedom.

LECTURE II.

The Struggle for Independence: New York the Federal Capital.

The keynote of this lecture should be "The Struggle for Independence." It opens with a number of pictures of the city as it was about the middle of the 18th Century. These are followed by views illustrating local events of the Revolution, of which many interesting traces are still visible. Those wishing to dwell more fully on events in Manhattan may discard some of the Brooklyn slides.

The lecture closes with an account of Washington's Inauguration and New York as the Federal Capital.

(N. B.—In Manhattan and The Bronx lectures omit slides marked*; in Brooklyn and Richmond lectures omit slides marked+.)

+100. Lispenard Meadows. (See page 16.)

101. Map of New York, 1750.—Note the growth northward, especially toward the northeast. The great highway was Broadway (ending abruptly just above the Common), Chatham Street (now Park Row), and the Bowery, which followed the line of Broadway between Union and Madison Squares; here it parted, the Bloomingdale Road continuing north to Kingsbridge and the Bowery running northeast to Harlem, and known as the Old Post Road. See Greenwich Village, separated by great swamps from the city proper and joined to it by Greenwich Road (Greenwich Street) and connected with the Bowery by Monument Lane (Greenwich Avenue) and Art Street (Astor Place). The closely built-up portion of the city ended near the Common, farms and country seats occupying a large part of the island.

+ 102. **Weehawken Street.**—Showing old houses near the foot of West 10th Street which may have occupied this site since 1760. Lying in the path of the projected Pennsylvania R. R. Tunnel, it is probable that they will soon be demolished.

103. **Montgomery Charter.** (See page 15.)

104. **King's College.**—The first college in New York, opened in 1760, although classes began in 1754. It was closed during the Revolution and used part of the time as a military barracks. When reopened in 1784, its name was changed to Columbia.

105. **King's College Tablet.**—Corner of Murray Street and West Broadway, the latter street being known until recently as College Place, in honor of the old college here located.

106. **Columbia University Library.** A splendid successor to such an humble beginning.

107. **Tablet on Columbia Library.** To commemorate the original building.

108. **Fort and Battery, 1750.** (See page 17.)

109. **Raising Liberty Pole.** (See page 17.)

110. **Tablet to Liberty Pole.**—Erected in the south side of the Post Office by the Daughters of the American Revolution.

111. **Golden Hill Inn.**—At 122-4 William Street. Built of Holland brick and one of the oldest houses on the island. It was a meeting place for the Liberty Boys, and in this vicinity was fought the Battle of Golden Hill.

112. **Golden Hill Tablet.**—At the northwest corner of William and John Streets, to commemorate the Battle of Golden Hill.

113. Pitt Statue.—Now in the New York Historical Society building. It was set up originally at the corner of Wall and William Streets to honor the great English statesman who spoke in Parliament in favor of the colonists. The statue was mutilated by the British stationed here during the Revolution.

114. Delancey House Tablet.—At 113-15 Broadway. Marks the site of the Delancey House where it is said the Non-Importation Agreement was signed by New York merchants. The tablet is now hidden by a business sign.

114a. King's Arms Tavern.—Claimed by some writers to be a later name of the Delaney House, while others say that this was a tavern near the Bowling Green and that here was signed the Agreement.

115. Willett Tablet.—Broad Street, corner of Beaver Street. Commemorating the seizure of the colonial arms (which had been confiscated by the British and were then being carried away to be sent to Boston) by Marinus Willett and his Liberty Boys.

116. Tablet : Washington's Landing. Formerly on a building on West Street near Laight Street. Marks the spot where General Washington landed when on his way to join the Continental Army at Cambridge in 1775. He was received with honor by the citizens who were forced, on the same evening, to receive with similar ceremonies their royal governor.

117. Montgomery Tablet.—On the rear (Broadway) end of St. Paul's Chapel. Commemorates the heroic death of General Montgomery in his vain assault, December 31, 1775, on Quebec. A later inscription relates the fact that his remains were brought to New York in 1818 and here interred.

118. Reading Declaration of Independence. (See page 18.)

119. Mayor's Window.—See the tablet beneath the window.

120. Battery and Bowling Green. As they appeared during the Revolution. (See also slide 17, p. 18.)

121. Statue of George III. (See page 18.)

122. Richmond Hill Mansion.—Formerly on the site bounded by King, MacDougall, Charlton and Varick Streets, built by Abraham Mortier, British Commissary General, in 1760, occupied by Washington as his headquarters until the defeat in Long Island. It was later the residence of Vice-President Adams and of Aaron Burr.

123. Kennedy House.—No. 1 Broadway, headquarters of General Putnam (probably *not* of Washington, although so stated on the tablet) and, later, of British officers.

124. General Putnam.—Succeeded Sullivan on Long Island, because of the latter's illness.

125. Battle of Long Island. (See page 18.)

126. Denyse's Ferry. (See page 36.)

127. Battle of Long Island, August 27, 1776.

128. Vechten-Cortelyou House. (For above two slides, see page 19.)

***128a. Howard's Inn.**—Where the British, under Howe, Clinton and Cornwallis, halted while on a circuitous march. At the Half Way House, a little southeast of Jamaica Pass (now East New York), a small, unmounted patrol of American officers was

captured and compelled to reveal the unguarded condition of the Pass. The British then continued their march, forcing Howard and his son to act as guides. At 8:30 the vanguard had reached Bedford Corners and were ready to fall on the rear of the left of the American outposts. Thus hemmed in, Sullivan's troops cut their way out and retreated to the Brooklyn defences.

***129. Redoubt at Valley Grove.**

***130. Battle Pass and Valley Grove (1866).**

***131. Battle Pass Tablet (Prospect Park).** At the old settlement, now included within Prospect Park, Sullivan had erected a redoubt to guard this Pass, but it was of little avail when, at nine o'clock on the morning of August 27, 1776, he found Hessians in front and the British in the rear of his army.

Thus surprised, the American troops fled, cutting their way through the Light Infantry, Dragoons and Hessians in a hand-to-hand fight and reached their intrenchments after a considerable loss. Sullivan was captured and the American centre and left were broken. The right still held out, under Lord Stirling, with his brave Maryland and Delaware battalions.

***132. Maryland Monument, Prospect Park.** A tribute to the memory of Lord Stirling's brigade, who drove the British from their battery despite the hail of grape and canister, and would have spiked their guns but for the heavy fire of the grenadiers who had taken refuge in the Cortelyou House. In the adjacent hills, eight thousand of the enemy were preparing to oppose the little band of 570 Americans. After an hour's fighting, having five times assaulted troops twenty times their number, the Americans accomplished their

purpose—of enabling their fellow soldiers to escape across the marsh. With half their number killed, their general a prisoner, they held their ground until all were safely across.

***133. Fort Greene Tablet.**—On the Smith-Gray Building, to mark a redoubt which stood on the site bounded by what are now Atlantic Avenue and Pacific, Nevins and Bond Streets; this became the site of Fort Fireman in 1812.

***134. Washington Park, Site of Fort Greene.** Originally called Cowenhoven's Boschje (or woods). Site of Fort Putnam, a re-

doubt of five guns overlooking Waal-Boght (the Navy Yard). From here, a line of intrenchments extended down to a spring near the intersection of (now) Flushing Avenue and Portland Streets. Another line extended southwest across Fulton Street to about the junction of Bond and Warren Streets. These intrenchments were occupied by Colonels Magaw, Shee and Glover with fresh troops, August 28, 1776. Fort Greene is the name given to redoubts built on the same site in 1812. Washington Park was created in 1847.

135. Retreat from Long Island. Caused by the superiority in numbers of the British and the fear that they would render untenable the American position.

Washington's foresight had led him to collect all available boats for the transportation of the army, and, under the cover of darkness and a providential fog, the troops were brought safely across to Manhattan by the morning of the 30th of August.

***136. Presbyterian Church at Jamaica.** Used during the Revolution as a British prison.

***137. Suydam House.**—On the farm of Vigelius, West Broadway and Palmetto Street, and captured by the British.

***138. Bedford Corner.** (See page 36.)

***139. Lefferts' Mansion.**—Headquarters of the Hessians at Bedford Corner. (See also p. 37.)

***139a. Labon's Inn.**—Occupied by the Hessians.

***139b. Old Dutch** As it appeared in 1776; successor to the
Reformed Church. old Dutch Church of 1666.

***139c. Billopp House.**—At Tottenville, Staten Island, facing Raritan Bay, and erected 1668. Rich in historic associations as the home of the Billopp family, an English barracks, headquarters of Howe, scene of the Peace Conference with three representatives of the Continental Congress after the Battle of Long Island.

***139d. Moravian Church.**—At New Dorp. Established 1742, built July 2, 1763. The first building is still standing in part. It was set on fire by the Hessians, but it was saved before much damage was done. According to the Moravian custom, both church and parsonage were under one roof, hence the un-churchlike appearance.

***139e. Moravian Church.**—A later view.

140. Map of Manhattan.—Showing defences in 1776. Note lines of works along the river shores and across the island about Grand Street; also at Hell Gate and at Washington Heights. See the Post Road, Bloomingdale Road, the lines marking the British landing at East 34th Street and the retreat of Putnam up the Bloomingdale Road.

141. Roger Morris (Jumel) Mansion. (See page 20.)

+ **142. Tablet on Broadway.**—Between 43d and 44th Streets. Marks the meeting place of Putnam with Washington during the retreat of the latter.

+ **143. McGown's Pass Tavern.**—(Original.)

+ **144. Map of McGown's Pass in the Revolution.**

+ **145. McGown's Pass Tavern To-day.** The British, after landing at East 34th Street, stopped for rest and refreshment at the

Murray House. The story of their delay by Mrs. Murray's clever action is quite familiar. It is also related by Lossing that a little later in the day a boy of twelve, named Andrew McGown, led the pursuers off the scent and thus was Washington again saved. (For full account of this incident, see the City History Club Bicycle Excursion No. II.) A little breastwork still commands this Pass (slide 228).

+ **146. Point of Rocks.**—On Harlem Heights at 127th Street and Convent Avenue. Supposed to be the site of the American lookout at the time of the Battle of Harlem.

147. Battle of Harlem Heights. (See page 20.)

148. Tablet Battle of Harlem Heights. (See page 20.)

149. Harlem Heights Battlefield To-day. (See page 20.)

+ **150. Old Dykeman House, 1903.** On the Kingsbridge Road (now Broadway) at 210th Street; a pre-Revolutionary relic past which Washington's army retreated toward White Plains. The region

hereabout is yet called Dykeman's Meadows, from the family who owned this part of the island in early days.

151. King's Bridge, 1903.—Across which marched the retreating army. It was built about 1693 by Frederick Phillipse and is the oldest bridge joining Manhattan to the mainland.

152. Fort Washington Celebration, 1901. (See page 21.)

153. Fort Washington Monument. (See page 21.)

+ **154. Landing Place of British at Throgg's Neck.** Where, in October, 1776, Lord Howe landed 6,000 Hessians.

+ **155. Glover Tablet.**—Erected to commemorate what is known as the Battle of Pell's Neck. Here Lord Howe, with 3,000 Hessians and Grenadiers, was opposed by General Glover with his three regiments of 800 men. Three times the Americans repulsed their assailants and, finally, Glover was forced to retire to the neighborhood of King's Bridge.

+ **156. Revolutionary Magazine at Hunt's Point.** (See page 21.)

+ **157. Howe's Headquarters.**—A well preserved colonial house used by Lord Howe in October, 1776, and now within the grounds of the Westchester Country Club.

+ **158. Gouverneur Morris' House.** Still standing at 138th Street, near St. Ann's Avenue. The home of the Morris family who once owned the Manor of Morrisania, consisting of what is now known as Mott Haven, Melrose and Morrisania.

+ 159. **Eastchester Church.**—The parish at Eastchester was established October 29, 1700. The graveyard and vicinity were the scenes of skirmishes between the Cowboys and Skinners. Upon a threatened attack of the latter, the villagers hid the bell and buried the valuables of the church. This was one of the four churches established by Queen Anne.

+ 160. **Spy Oak.** (See page 21.)

161. **Nathan Hale.** (See page 22.)

162. **Provost in Early Days.** (See page 22.)

163. **Register's Office.** (See page 22.)

164. **New Hall of Records.** (See page 22.)

165. **Bridewell.**—The common jail, built in 1775 between Broadway and the site of the present City Hall. It was used by the British as a military prison, then as a city jail until 1834, when it was torn down.

166. **Cuyler (Rhineland) Sugar House.** (See page 23.)

167. **Rhinelander Window.** (See page 23.)

168. **Tomb of Prison Ship Martyrs.**

169. **Interior of Tomb.**—This picture shows the first attempt to give sepulchre to the remains of those who died in British Prison Ships. The cornerstone of the monument was laid April 13th, 1808. The coffins were deposited with impressive ceremonies in the vault on May 18th, but the monument was never erected, for lack of funds, which, however, have at last been secured.

170. **Martyrs' Memorial.** (See page 23.)

- 171. Cannon on Broadway.**—Set in the sidewalk at Tin-pot Alley (Exchange Alley) but seldom recognized as a Revolutionary relic.
- 172. Evacuation.** (See page 23.)
- 173. Continental Army entering New York.** (See page 23.)
- 174. Bull's Head Tavern.**—An old headquarters for cattle traders, on the Bowery, below Canal Street, where now stands the Thalia Theatre. Here the American army rested on Evacuation Day until the British had left the Battery.
- 175. Fraunces' Tavern, 1903.** (See page 23.)
- 176. Fraunces' Tavern at an Early Date.** (See page 23.)
- 177. Fraunces' Tavern, 1777.** (See page 23.)
- 178. Washington's Farewell.** (See page 24.)
- 179. Van Cortlandt Mansion.**—Erected 1748 by Frederick Van Cortlandt, near the Albany Post Road. House one of the most interesting relics of colonial days. Washington and Rochambeau dined there July 23, 1781. King William IV. and Rear Admiral Digby were here entertained and, in return, sent teakwood vultures, which were captured from a Spanish privateer during the Revolution. They formerly surmounted the gate posts. Southwest room occupied by commander of Hessian Yagers. Washington's headquarters in November, 1783. The quaint interior has been preserved and an air of the olden times still pervades the whole building. The two guns in front were found on the site of Fort Independence in 1853. They were two of the twenty-one nine-pounders carried off from Fort George by Alexander Hamilton, August

23, 1775. Sent first to Kingsbridge, then fourteen were mounted on Fort Independence; on the abandonment of that post, the guns were put in a trench, where several were found in 1853 by Mr. Giles. (See also page 24.)

+ 180. Ruins of Van Cortlandt Mill.

The original mill was a one-story building: when removed to the present site in the chestnut grove, another story was added to the grist-mill and the saw-mill was built. During the Revolution the grist-mill was used by both British and Patriots, according as the fortunes of the neutral ground placed it. Up to 1831 the mill was turned by a wooden wheel and ground corn for the local farmers until 1899, when the city took possession of the land, now Van Cortlandt Park. The mill was probably built in 1700 when Jacobus Van Cortlandt made Van Cortlandt Lake by damming Tibbett's Brook (Moshulu Creek).

181. Alexander Hamilton. (See page 24.)

182. Federal Procession. (See page 24.)

183. Hamilton Grange, 1804. (See page 24.)

184. Hamilton's 13 Trees.—As they appeared in 1903.

185. Hamilton's Tomb. (See page 25.)

186. Hamilton's Tomb Inscription. (See page 25.)

187. Washington Taking the Oath. (See page 25.)

188. U. S. Sub-Treasury. (See page 25.)

189. Washington Tablet, Sub-Treasury. (See page 25.)

190. St. Paul's Chapel. (See page 25.)

191. Pulpit, St. Paul's.—Surmounted by the carved plumes representing the coat of arms of the Prince of Wales; the only sign of royalty in the Chapel not destroyed by the patriots after the war.

192. Washington Pew, St. Paul's. (See page 25.)

193. Washington Tablet, St. Paul's. To commemorate the hundredth anniversary of his death, which was observed here December 14th, 1899.

194. First Presidential Mansion. On Cherry Hill (now Franklin Square); formerly occupied by the New York merchant, Walter Franklin. Here Washington lived for a few months, but afterward moved to the McComb Mansion, at 39 Broadway, to be nearer the center of the city.

195. Tablet to the Presidential Mansion.—On Brooklyn Bridge pier, at the site of No. 1 Cherry Street.

196. Government House.—Built south of Bowling Green for a permanent presidential mansion, but, as the capital was moved to Philadelphia in 1790, the house was used by the governor of the state until the removal of the state capital to Albany.

197. Washington Arch.—Erected 1889, to commemorate the hundredth anniversary of Washington's inauguration. It is hoped ultimately to surmount it with a quadriga emblematic of the career of the great soldier and statesman: "First in war, first in peace and first in the hearts of his countrymen."

N. B.—For brief accounts of the work of Hamilton for the ratification by New York of the Constitution, and on life in the first federal capital, see Todd's "Story of the City of New York," chapters 17 and 18.



LECTURE III.

New York the Metropolis.

The keynote of this lecture should be "development," as it is intended to show how New York City became a great metropolis.

It opens with the invention of the steamboat and shows scenes in early Brooklyn before the steam ferry was perfected.

Other views illustrate the application of steam to ocean and railroad travel aided by the invention of the telegraph and the Atlantic cable.

Local development along the line of rapid transit and the beautification of the city is also outlined.

201. Collect Pond. (See page 26.)

202. Robert Fulton.

203. The Clermont. (See page 26.)

204. Albany Dayboat.—By way of comparison.

205. Fulton Memorial.—Erected in Trinity Churchyard (1901) by the American Society of Mechanical Engineers. Fulton's remains rest in a neighboring vault.

206. First Steam Ferry.—Built for Fulton, and crossed the Hudson between New York and Paulus Hook. The boiler exploded in 1824, destroying the boat and causing the failure of the company.

207. Map of Ferry Village. (See page 37.)

208. Brooklyn Snow Scene. (See page 38.)

209. Brooklyn Snow Scene, Key. (See page 38.)

210. Old Ferry Road. (See page 37.)

211. The Dreadnaught.—The first packet service between New York and Europe, the Blackball Line, was established in 1816, the Red Star following in 1821. The round trip of these sailing vessels occupied about forty days. Then came the famous clipper ships between New York and China, and when the gold fever broke out many clippers were built for San Francisco; one vessel making the journey around the Horn in eighty-two days. The best known clipper was the Dreadnaught, which frequently crossed the Atlantic in better time than the ocean steamers of her day.

212. Modern Steamer.—Although the Savannah, a side wheel steamer, had crossed the Atlantic in 1819, it was not until 1848 that the first regular steamer line—the Collins—was established, soon followed by the Cunard Line. Now, even the ocean greyhounds are not fast enough to satisfy the demands of modern travel.

213. Ericsson Statue.—In Battery Park. To commemorate the inventor of the Monitor which saved the city from a threatened attack by the Confederate fleet. The most important achievement of Ericsson was the perfection of the steam propeller, which enabled steamers to make better time at less expense.

214. John Jacob Astor.—The progress in our shipping leads us to speak of the great New York merchant who began life in this his adopted country with a small stock of London goods and “thrift, energy, good habits, and the invincible determination to succeed.” He became a fur merchant and trader, competing with three well established companies. The story of the experiences of his Oregon traders reads like a romance.

215. Washington Irving.—Astor is, however, honored to-day chiefly for his active philanthropy and his patronage of letters. Washington Irving was, among others, materially aided and encouraged by his wealthy friend. Irving's "Knickerbocker History of New York," while in many ways a gross caricature, did much to stimulate interest in local history and traditions.

216. Hell Gate Explosion.—Hell Gate ("beautiful pass"), on the Manhattan shore of which Irving composed his "Astoria," was the scene in 1878 of a terrific explosion to clear it of some of the dangerous reefs, "Pot Rock," "the Gridiron," and "Frying Pan Ledge," which had been instrumental in the destruction of many ships, sometimes numbering as many as 1,000 wrecks in one year. In 1880, Diamond Reef, in the Narrows, and in 1885, Flood Rock in the East River, were blown up for similar reasons. The Harlem Ship Canal has rendered it possible for large vessels to save much time in passing from the Hudson to the Sound, while the best coast survey and signal service in the world have rendered our naturally fine harbor one of the safest.

217. Bulletin of Steam Navigation. Summing up the above improvements and showing their effect in lessening the time of travel, making cheaper rates, increasing the amount and value of commerce and binding together more closely various sections.

219. Map of Collect Pond.—Showing this region once covered by water or in a swampy condition and reclaimed by the canal in Canal Street (see slides 201 and 221). Note changes in streets named and read City History Club Excursion No. III.

220. Old Tombs Building.—Or "Halls of Justice," occupying part of what was once the Collect Pond. Its bad sanitary repu-

tation was partly due to the malaria arising from this still imperfectly drained region.

221. Canal Street, 1812. (See page 26.)

222. Physical Map of Manhattan. (See page 27.)

223. Mount Morris Park.—A few blocks north of Central Park and illustrating most graphically the geological strata of this part of Manhattan. (See the rocks at the left.) New York is very rich in minerals. For a full description of this region, see Gratacap's "Geology of the City of New York," American Museum of Natural History.

224. Extension of Battery since 1783.

225. Castle Clinton as Aquarium.

226. Battery, 1822.—The above three slides are described on p. 27. (Slide 226.)

227. Map of City Below Wall Street (1898). Showing the original and present shore lines and points of historic interest. People sometimes think that all the old landmarks of the city have been destroyed, but a glance at this map will convince them to the contrary. (For full explanation of the map, see City History Club Excursion VII.)

228. Forts Fish and Clinton, 1812.

229. Forts Fish and Clinton, 1900.

230. Cannon at Fort Clinton.

231. Block House No. 1.

232. Block House No. 3.—The above five slides are described on pages 27 and 28, slides 228 and 231.

233. Lawrence's Tomb.—Near the entrance of Trinity Church-yard. Containing the remains of the brave sailor whose dying words were, "Don't give up the ship." The cannon shown in the view were used during the War of 1812.

234. City Hall Park, 1822. (See page 28.)

235. City Hall Park To-day. (See page 28.)

236. The Governor's Room. (See page 28.)

218. New York's "Three Beneficent Genii." *The steamboat* (which revolutionized travel by water), *the Erie Canal* (which built up the Northwest and opened trade with the interior), and *the railroad* (which supplemented these means of transportation).

237. "Erie." (See page 28.)

238. Map of New York State.—May be used to show the route of the Erie Canal and some of the trunk lines of railroads entering New York.

239. Factors of New York's Greatness. (1) In colonial days: the fur trade with the Indians, as shown in pictures of the purchase of Manhattan, an Indian chief, the beaver, the Dutch vessel; English merchantmen and war vessels, the flour barrel and mill sail, and the sugar house.

(2) In the Federal period: as shown in views of Fulton, the Clermont, the clipper ship, modern steamer, canal lock, Dewitt

Clinton, a modern locomotive, telegraph pole, elevated railroad, Brooklyn Bridge, skyscraper, and a map of the city to-day.

240. First Railroad. (See page 30.)

241. The Empire State Express.

242. Dewitt Clinton. (See page 29.)

243. First Free School Building. (See page 29.)

244. Modern School Building. (See page 30.)

245. College of the City of New York.—As planned, on Harlem Heights.

246. Old Board of Education Building.—At Grand and Elm Streets.

247. New Board of Education Building.—At 59th Street and Park Avenue.

248. Teawater Pump. (See page 30.)

249. Old Pump.—Still in use near the corner of Church and Cedar Streets.

250. Manhattan Tank.—Built by the Manhattan Water Company and still visible through the windows of the brick building on the northwest corner of Centre and Duane Streets.

251. Fountain, City Hall Park. (See page 30.)

252. Croton Reservoir. (See page 30.)

253. High Bridge. (See page 31.)

254. First Brooklyn Fire Engine.

"Washington" No. 1; hand engines were in use in New York during the 18th Century, succeeding the bucket brigade.

255. Fire of 1835.—A most destructive conflagration, burning nearly every building from the Merchants' Exchange (site of the present Custom House) to Coenties Slip. The need of a better water supply and more effective fire engines was clearly demonstrated.

256. Fire Tablet.—At 90 Pearl Street, to mark what was nearly the center of the great fire.

257. Mount Morris Park Fire Tower.

One of the last surviving reliques of the days before the installation of the fire telegraph system. Such towers were located in various parts of the city for lookout stations and signal bells.

258. Harry Howard.—The famous chief of the volunteer fire department.

259. Fireman's Certificate.—Representing a scene at a fire in the early days.

260. Firemen's Monument.—In old St. John's Burying Ground (now Hudson Park) to mark the remains of two members of Eagle Fire Engine Company 13 who perished in an early fire.

261. Old Style Fire Hydrants.—Of various sizes and often defective, leading to great difficulty in the extinguishment of fires. Great improvement has lately been made along this line.

262. Modern Fire Engine.—New Yorkers may be justly proud of their fire department. Though very expensive to maintain, it fully deserves its reputation for effective work.

263. Fly Market, 1825.—In the region of the old “Smit’s Vly” (see slide 41). It was near the foot of Fulton Street and was the best known market of its day.

264. Fulton Market, 1903.—On the site of the “Fly Market.”

265. New Pushcart Market.—Established in the spring of 1903 near the new East River Bridge.

266. Park Theatre and Park Row. As they appeared in 1831. City Hall Park lying on the right and St. Paul’s Chapel in the background.

The first Park Theatre was erected in 1798, burned in 1820, rebuilt in 1821, and finally destroyed in 1848. It was the fashionable playhouse of its day.

267. The American Museum.—On the site of the County Court House in City Hall Park. Established about the beginning of the 19th Century “for the sole purpose of collecting and preserving whatever may relate to the history of our country and serve to perpetuate the same.”

268. The New York Historical Society Building. At the corner of 11th Street and 2nd Avenue. The Society was founded in 1804 and the present building erected in 1853. It is fortunate that the valuable archaeological and art collections of the Society will soon be housed in a much larger building on Central Park West, where it is hoped they will be made more accessible to the public.

269. New York University.—Established originally on University Place to give free collegiate instruction to the boys of the city. The undergraduate departments are now conducted at University Heights, the Schools of Law and Pedagogy being carried on in the new building on the old site.

270. Prof. S. F. B. Morse.—Whose experiments, conducted in the old University building, resulted in the perfection of the magnetic telegraph, which revolutionized modern methods of business and communication.

It was not until 1844 that a trial line, built by Congressional appropriation, was completed, the first message in Morse's code being "What hath God wrought."

271. Great Eastern.—Which laid the first submarine cable between Europe and America. The first messages, between Queen Victoria and President Buchanan, were sent in 1858, but soon the cable stopped working, and it was not until the Civil War (in 1866) that the new cable was laid and the old one repaired. John Bright called Cyrus W. Field "the Columbus of modern times, who by his cable had moved the New World alongside the Old." Soon the inventions of Morse and Field will be out of date, when the Marconi system is perfected.

272. Peter Cooper.—Another great merchant whom New Yorkers delight to honor. The best monument to his memory is

273. Cooper Union.—The motto on the north side of which "To Science and Art" implies that these are not only for the wealthy, but for any deserving boy or girl.

274. Poe Cottage.—At Fordham, where the author of "The Raven" spent his last days. Poe Park has recently been established near the little cottage.

275. Crystal Palace. (See page 31.)

276. New York Public Library. (See page 31.)

277. Worth Monument.—In Madison Square, covering the remains of this hero of the Mexican War. It may be interesting to note that this is the second public monument erected in New York City since the Revolution, the first being the equestrian statue of Washington at Union Square. From the fountain may be seen a double line of trees between which formerly ran the old Harlem Post Road which branched off here from the Bloomingdale Road, now Broadway.

278. Squatter Settlement. (See page 31.)

279. Terrace and Lake, Central Park. (See page 32.)

280. Metropolitan Museum.—Incorporated 1870, the original building erected in 1879 and lately enlarged. The Natural History Museum and Botanical and Zoological Gardens at Bronx Park are other examples of what has been done to make New York City an educational center.

281. Riverside Drive.—It was not until after the Civil War that New Yorkers showed to any great extent what might be done to make the city beautiful. The new parks and parkways already completed or projected are doing much in this direction.

- 282. Soldiers' and Sailors' Monument.** On Riverside Drive. Frequent ridicule has been cast at the statues and other public monuments in New York, but it is hoped that the new Municipal Art Commission may do as good work in the future as is evidenced by this monument.
- 283. Bronx Park.** (See page 32.)
- 284. Mulberry Bend, 1892.** (See page 32.)
- 285. Mulberry Bend Park, 1903.** (See page 32.)
- 286. Stage in the Thirties.**
- 287. Broadway, 1840.** (See page 32.)
- 288. Elevated Railroad.** (See page 33.)
- 289. Trolley Car.** (See page 33.)
- 290. Brooklyn Bridge.** (See page 33.)
- 291. Brooklyn City Hall.**—Which became the Borough Hall after the annexation of Brooklyn in 1898.
- 292. Map of New York City.** (See page 33.)
- 293. Bird's-eye View of New York City.**
- 294. Comparative Area of Great Cities.**—Showing New York in the second place.
- 295. Rapid Transit Tablet.**
- 296. Rapid Transit Tunnel.** (See page 34.)
- 297. American Surety Building.** (See page 34.)

298. View from Tower of World Building.
299. View of New York Harbor, 1903.
300. View of New York Harbor, 1679.—Showing whales spouting; taken from the Labadist's Journal.
301. Modern Sky Line. (See page 34.)
302. First Appearance of Manhattan.
303. Emblematic View of the Boroughs. (See page 34.)
304. "The Song of New York."
305. "America"

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